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SAFETY



NUMBER

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September  
1942

FORT WILLIAM — PORT ARTHUR

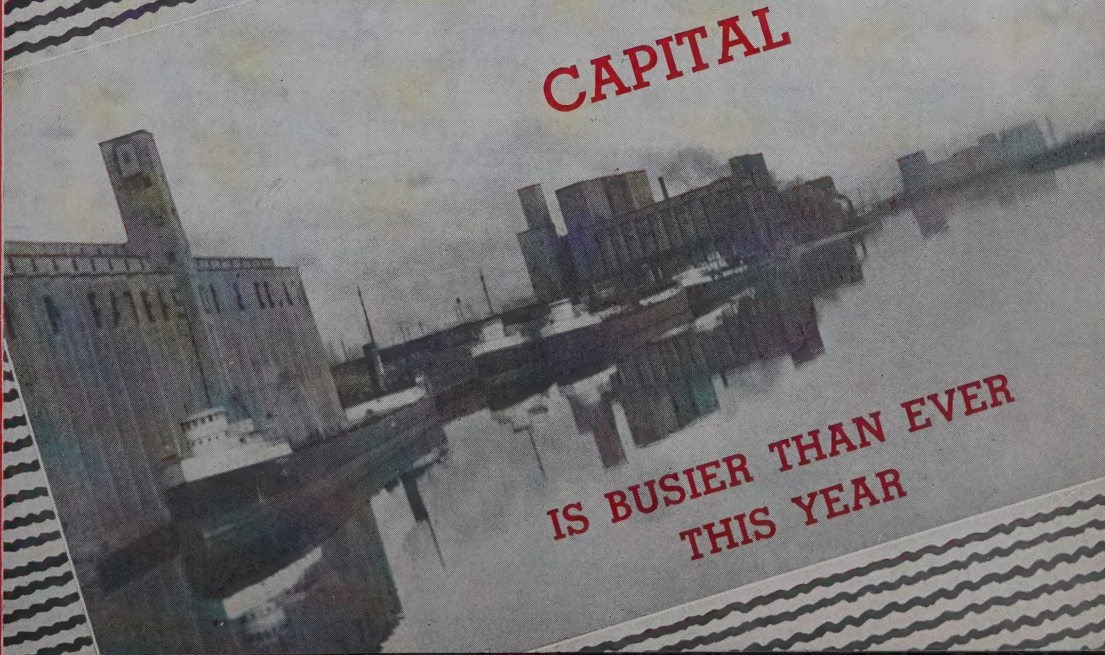


WORLD'S



GRAIN STORAGE

CAPITAL



IS BUSIER THAN EVER  
THIS YEAR



### Donates Boilers for Scrap

Boilers, pumps and equipment exceeding 100 tons will be donated to the scrap drive after dismantling by the Norris Grain Company at Peoria.

### EMERGENCY RATINGS

If you are in danger of stoppage or slow-down, you can now get quick help. In emergencies, high ratings can now be assigned to specified materials by WPB regional field officers. To avoid downright loss of essential production, preference ratings up to AAA may be assigned, and ratings up to AA-2X may be assigned for other emergency cases, for a limited list of materials.

### Firm Gives \$50 Bond

A \$50 bond is to be presented to each employe of the Rahr Malting Company, Manitowoc, Wis., who authorizes payroll deductions for War Bond purchases. President Guido Rahr announces the company bond will be given when the employe completes paying for his own first \$50 bond.

### Fire Strikes Second Time

Forty pieces of fire fighting equipment and a fireboat came to the scene of a second fire at the General Mills cereal mill in Buffalo last month. Compared to the previous fire loss exceeding a million or more, this was a small loss. The blaze broke out on the roof, and was attributed to overheated exhaust pipes leading from the ovens and igniting the cork insulation on the air control ducts which parallel them.

### Dust Collector Kills Super

A 3,000 pound dust collector tore loose from the side of a terminal elevator and landed on the Superintendent—who was walking from his office to the scale building. The collector fell some 30 feet without warning.

### APPROVES ADVANCE PROOFS

From the advance proof of the SOGES Safety Manual I feel that the undertaking is working out in very fine shape.—Paul H. Christensen, Van Dusen-Harrington Company, Minneapolis, SOGES Director.

### OUR FRONT COVER

We'll defy anyone to send in more picturesque photos of plants in our industry than those shown on this month's front cover—taken in Fort William, the grain storage capital of the world. The bottom picture is particularly interesting, inasmuch as regardless of which way you look at the original the clearness of the water gives a perfect reflection.

In the top view the Ogilvie Elevator is pictured, of which Dan Loney is the Super. In the center is shown the Canadian Pacific "B" and "C" houses. The lower picture, left to right, shows the N. M. Paterson "O" elevator of which Percy C. Poulton is Super; the Western Terminal, where John Irwin is Super; the Fort William Elevator with Malcolm Montgomery as Super, and the Manitoba Pool No. 3 house, where Frank McEwen holds forth. At the center right is the Canadian Pacific "D" plant, where you'll find Tom Walker in charge.

### EXPLOSION IN OKLAHOMA

Dust accumulations in the boot pit were said to be responsible for an explosion in an Oklahoma elevator earlier this month. Employees had left for the day. The blast lifted off the roof, which left the side walls bulging at the top.

### DUST ON BULB CAUSES FIRE

An accumulation of dust on an unprotected light bulb did "the necessary" in a New York state plant recently.

### NATIONAL SAFETY CONGRESS MEETS

OCTOBER 27-28-29th are the "war-revised" dates for the 31st National Safety Congress and Exposition, to be held at the Sherman, La Salle and Morrison hotels, Chicago. The previous 5-day conference had a day sliced off at either end to make a Tuesday-Wednesday-Thursday convention because war travel is so heavy on the week-ends.

Every morning starts off with an eight o'clock safety psychology eye-opener, followed by literally dozens of major safety lectures from 9:30 to noon. Conference style luncheons abound on both horizontal and vertical topics, and specific sectional programs take over at two each day. Dinners and after-dinner programs follow—one of the most concise educations to be gained in safety training in such a short time.

The Food Section, with which grain handling and processing is grouped, holds special sessions all three afternoons, with many outstanding authorities both within and without the industry taking a leading role. Some 150-200 attend annually, and contribute to the remarkable attendance invariably attracted of well above 10,000. Two years ago this figure soared to 18,000. Last year showed no decrease. The Food Section will be quartered at the Morrison Hotel. Members of the industry, especially SOGES members, are particularly urged to attend. SOGES headquarters is handling reservations.

### SGT. BUSH WRITES

THIS is the time when our Supers will have to watch their belts more closely and get all the wear possible out of them, and incidentally, any ideas which are helpful on this subject will most surely be welcome. Many good ideas were forthcoming in the last war owing to lack of material, etc., so maybe we will have some good ideas from this one, too, I hope.—Sgt. John S. Bush, No. 1 Bombing & Gunnery School, Jarvis, Ont.

## DO YOUR PART!

LD5HS (WA3) 115/113 GOVT NT 1 EXTRA

WASHINGTON DC AUG 27 1942

DEAN M CLARK, SECY, SOCIETY OF GRAIN ELEVATOR

SUPT OF NORTH AMERICA BOARD OF TRADE BLDG CHGO

THE CONSERVATION DIVISION OF THE WAR PRODUCTION BOARD IS DEEPLY APPRECIATIVE OF YOUR PAST EFFORTS WHICH HAVE ALREADY BROUGHT IN LARGE AMOUNTS OF SCRAP METAL AND RUBBER FROM ALL PLANTS. THE SHORTAGE OF SCRAP IS SO CRITICAL THAT WE MUST RENEW AND REDOUBLE THESE EFFORTS IN THE NATIONAL SCRAP HARVEST TO MAKE UP DEFICIENCIES. OUR NATION-WIDE GOAL OF SEVENTEEN MILLION (17,000,000) TONS OF SCRAP METAL, BEFORE THE SNOW FLIES, IS CERTAINLY POSSIBLE OF ACHIEVEMENT AND WE ARE COUNTING ON YOUR CONTINUED VIGOROUS SUPPORT NOT ONLY TO REACH YOUR SHARE OF THIS GOAL, BUT TO SURPASS IT IN BUILDING A RESERVE SCRAP PILE THAT WILL INSURE CAPACITY OPERATION OF OUR WAR PRODUCTION INDUSTRIES

LESSING J ROSENWALD DIRECTOR CONSERVATION DIVISION.



# THE MINOR ACCIDENT

## A Major Problem

By C. Gibson Franks, Chicago Chapter

BEFORE THE CHICAGO CHAPTER, SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS



**L**ET us take a look at the blotch a minor accident puts on the safety picture of our industry.

Of just what does this problem consist?

Why is this type of injury so persistent and serious?

What injuries make up this classification?

What can be done to relieve the situation?

First, that little scratch on the back of your hand, that skinned knuckle, that cut finger, and that bruise; all are among the group of injuries which are classified as minor accidents.

Industry has made marvelous strides in the prevention of lost-time accidents and much of this is no doubt due to the safety programs which are carried on these days as well as the improvements in machines and the continuous development of mechanical safeguards.

### THE PARADE GOES ON

The never-ending series of minor accidents, however, continues to harass the industry. A perfect safety record seems impossible of attainment. Safety contests have been and still are being held, slogans, that group of timely words which seem to affect we Americans so strongly, are continually being devised. Still the parade of minor accidents goes on.

It has been stated that such a thing as a perfect safety record IS attainable and many methods of reaching that end have been advanced and tried. And yet, does the safety record really give a true picture of the number of all accidents?

I believe I'm safe in saying that all industry now requests that the employee get treatment for even the most minor scratch or other injury. Some even go so far as to exact penalties against the employee who, failing to report a minor accident, develops an infection as he later discovers what he thought was "nothing at all" turns out to be something of a most serious nature.

### WON'T REPORT WHERE STRICT

If all these request measures still fail to bring the desired response—what are we to conclude, then, is

wrong with our safety programs? Are we placing too much emphasis on attaining a perfect safety record? It doesn't seem that such a thing should be possible and yet from experience, I know that many minor injuries are not treated or even reported and that, in some cases at least, this neglect by the employee is more prevalent in the plant where stringent rules for the reporting of all accidents are maintained.

I'm sure it is not necessary to go very deeply into the reasons for this. We need only remember what happens when a child is forbidden to do some thing which might cause him injury. There are also the reactions to the many blue laws in certain localities and the result of this prohibition likewise can be taken to demonstrate what results from the making of strict rules of conduct for employees.

There are, of course, other reasons why the employee does not report each and every minor accident. Some feel that to go for treatment of a minor scratch is childish, although I think this attitude is slowly on its way out. Some who have reported one minor injury and received treatment for it hesitate to go in soon again with a second one. They don't want to be "going in with something all the time"—especially when they know that some of their fellow employees do not report minor scratches at all. This makes it appear that they are more careless than their as-

sociates when in reality they are only more conscientious.

### RATHER "TAKE A CHANCE"

In the smaller plants quick first aid is often given close to the job and while a record is kept of the accident, still the employee is not made too conscious of the fact that he is reporting an accident which will show up against the safety record. In the larger plants it is so often required that the employee go through a long and detailed procedure in reporting and receiving treatment of even the most minor accident that he gets to the point of "taking a chance" rather than suffering the rigamarole and red-tape.

For these reasons I believe that the safety records of many plants, in so far as the minor accident is concerned are wholly false. Admittedly this is not a desirable condition—but what can or should be done to remedy the situation?

Since the main object in getting the minor injuries reported and treated is to prevent infections and other complications why not put the stress on the treatment rather than the reporting? Even as industry is decentralizing these days, decentralize the treatment of minor injury. Locate the material for treatment in places convenient to each department.

### HERE'S A SOLUTION

Have at least one person versed in first-aid treatment on each shift in each department. It has been said that "safety record conscious" foremen in competition with other foremen have stretched points as to where the minor injury ended and the more serious began. Very well, put the responsibility on the foreman, and hold him rather than the employee responsible for seeing that the correct treatment is applied.

Industry is making the working man's job easier and more convenient all the time. Why is it not logical to make the treatment of minor injuries also easier and more convenient? This is at least something to think about.

Perhaps someone will come forth with a better suggestion for getting all the minor injuries treated. I personally believe we shall always have a goodly percentage of them. I don't believe any reason can be given for them, either carelessness or unsafe

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"GIB" FRANKS, member of a long family line of grain handlers and processors, is one of the most practical safety enthusiasts you'll find. It's "cold turkey" with him with no "wishful thinking" for dressing.

He raises the point of the conflict of emotions on the part of the injured workman; cites that fewer "minor" injuries are reported for treatment where the safety rules are strict; concludes that your emphasis should be placed on the "treatment" rather than the injury.

An efficient past Secretary of the Chicago Chapter, "Gib" teaches classes in safety—and from what you'll hear he does a "bang-up" job of it. It is from his pen, too, that "Snooper, The Boiler Room Cat," flows with equal pertinence.

After reading his thoughts why not jot down a note to "GRAIN" on your ideas? Remember, Accidents Aid the Axis!

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working methods, maybe human nature is to blame, but blame what you will or call it what you may let's get those injuries treated one way or another—even at the expense of our safety records!

How many do really believe their safety records reflect the number of accidents in their plants? Think twice before you answer and if you can say then that it does, my hat is off to you and you probably have some technique that the rest of the industrial world can use.

## Organizing for Safety in the Grain and Flour Mill Industry

By P. L. Bachman, Insurance Manager, General Mills, Inc.

Before The Elevator and Mill Section of the Minneapolis Safety Conferences, as reported by Clarence W. Turning, SOGES Safety Director.

**T**HERE probably has not been a time when accident prevention has been more important to us and to the whole nation, than it is today. It is necessary for us to furnish war materials not only to our own forces, but also to our allies; and the speed with which we furnish these materials is dependent in no small degree on our ability to work without accidents.

In the interest of conservation we should save all material, but it would appear to me that the elimination of unnecessary accidents would probably do more good to our war effort than anything else we could do. If our country is to successfully pursue this war in which we are now engaged, it is absolutely necessary that we reduce our injuries.

### Management Must Be Interested

**T**HE first requisite of any accident control program is the active interest and participation of management. The fact that so many of you are here tonight is safe evidence that your management is interested.

The key man in the administration of an accident control program is the Safety Engineer or Safety Director. He arranges for: 1. Organization of a safety committee; 2. Appointment and supervision of safety inspectors. 3. Administration of safety education program. 4. Responsibility for accident records. 5. Supervision of first aid department. 6. Inspection of new installations.

I suggest rotating membership on the safety committee, so that every man will have a chance to serve on the committee. Some of the duties of the safety committee are: 1. Formulation of safety rules and investigation of injuries. 2. Arranging for safety contests.

Supervision of the safety inspector: His inspections should cover fire haz-

### FIRST AID KITS

To eliminate waste and to insure sterility of products, unit-dressing first aid kits have proven very satisfactory in plants not large enough to have their own first aid room. Each dressing is individually wrapped and sterilized, and remains in this form until used. The container holding the dressing is made of steel with a gasket on it to make sure the contents remain dustproof.—F. R. Davis, Jr., Davis Emergency Equipment Company, Newark.

ards, fire protection, ice and snow hazards, yard hazards, electrical hazards, hazards at the point of operation, power transmission hazards, material handling hazards; lighting; ventilation; housekeeping; sanitation; dust explosion hazards, and unsafe practices.

Supervision of a safety education campaign: Instruction of new employees; instruction of foremen; promotion of first aid classes, and maintenance of bulletin boards (for safety posters, etc.).

### New Employee Biggest Problem

**S**AFETY education of new employees, to me, is one of the most important duties in the entire set-up. When new employees come in, you have one of two types—the inexperienced man, or the man you have transferred from some other job or some other company. You should tell him; you should show him; you should test him, and you should check him.

Make your instructions simple. Do not use any terms or expressions which are not clearly understood. Talk slowly. Be patient.

Accident records: 1. The preparation of the first report of injury to the insurance company or industrial commission. 2. Industrial accident investigation report: [This is a part of our safety program. We have devised a report which is quite extensive. Determine above all what unsafe act was committed. You should think whether or not the man was aware of the safe method. (Was he hard of hearing; had he poor eye-sight; was he tired; was he day-dreaming?). Why was the unsafe act committed? So many say reckless. That is hardly the answer. He may have had some financial difficulty, so he worried. Try to get to the bottom of it. It requires time, but it should be done. — That

section of our report is to be compiled by the foreman.]

A section for the Superintendent adds any additional information he may have. The 3rd part is the mechanical foreman's portion. 4th. The safety committee states whether the accident was fully investigated; and were the above facts proven or disproven—and has the condition been corrected?

Supervision of first aid: I think every plant should be supplied with at least one high grade first aid cabinet.

Inspection of new installations: When that equipment comes in, let's look it over. It is much easier to put the guard in when it is being built than after the machine has been completely assembled. Tell them what the guard should be, and get it put on that piece of equipment.

### WHEN YOU PULL THE BODY OUT OF THE BIN

By Emil Buelens, The Glidden Company, Chicago

**I**N CARBON monoxide gas poisoning, inhalators containing oxygen and carbon dioxide used properly, help to drive the carbon monoxide from the blood. Sometimes the patient

does not breathe well after he is brought out of the carbon monoxide gas in the bin. In fact, some stop breathing entirely. Even those who breathe normally often cannot get the gas out of their blood fast enough to prevent their being very sick or even dying afterwards.

Pure oxygen does not stimulate the breathing. For this reason it is recommended that a mixture of about 5% carbon dioxide and 95% oxygen be used. The carbon dioxide content causes the patient to breathe much more deeply, and thus allows the oxygen to drive the carbon monoxide out of the blood very rapidly. The carbon dioxide also keeps the breathing from stopping. It starts breathing more quickly in those on whom it may be necessary to do artificial respiration.

It is useless to try to give an inhalation with a tank and funnel or any such makeshift. An approved inhalator, with its oxygen-carbon dioxide tank and close fitting mask must be used. It should be distinctly understood that the inhalator IS AN AID TO RESUSCITATION AND DOES NOT TAKE THE PLACE OF THE PRONE PRESSURE METHOD. The two may be used simultaneously until the patient breathes without assistance, after which the inhalation may be continued if necessary.





# WEEVIL-CIDE the dependable GRAIN FUMIGANT

## The 3 to 1 Choice of the Grain Trade

**Why?** *It fills every important  
requisite of the ideal*  
**GRAIN FUMIGANT**

Freedom from hazard to life or health of those who must handle it, including risk of accumulative injury to lungs or other organs. Because of the importance of this factor, many compounds are barred from practical consideration.

Freedom of risk of leaving a residual odor or other harmful effect on the treated grain or on the product into which the grain is processed. This is really more important than effectiveness. A firm could better afford to get poor fumigation results than to harm the grain.

Effectiveness in killing power, convenience of application and economy of use. An effective kill should protect the grain during the crop season. Convenience includes freedom from having to use cumbersome apparatus. Economy means low unit cost for effective results.

THE *Weevil-Cide*  
THE DEPENDABLE GRAIN FUMIGANT COMPANY

1110 HICKORY STREET  
KANSAS CITY, MO.



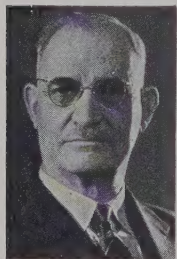
Without interrupting the rhythm of respiration, an assistant should put the mask over the patient's nose and mouth. The lower part should go well down on the chin. Press down firmly over the nose and try to prevent leaks. As soon as the mask is properly applied, adjust the apparatus to give the patient an ample supply of the oxygen-carbon dioxide mixture.

In severe cases the inhalation should be prolonged. In using the inhalation treatment, the patient should be kept in the prone position, and when treatment is prolonged a better chance for recovery is given if the head is six or eight inches lower than the feet. This position promotes the flow of blood to the heart.

### THERE IS NO TRICK TO IT—IT'S JUST COMMON SENSE

By T. C. Manning, Uhlmann Grain Co., Kansas City, Mo.

**F**OR a long time nobody thought there was such a thing as a perfect safety record. It was taken for granted that accidents were bound to happen one way or another.



Then as the safety movement began to grow and spread it was definitely proven that a man could work a lifetime without suffering an accident and that entire plants could work weeks, months, and even years

without a single lost-time accident.

Why shouldn't we have more such perfect safety records?

We know that things with sharp or jagged edges will cut. We are careful to avoid these cuts.

We know that grinding, chipping, welding and many other jobs are dangerous to the eyes. We protect them by wearing the proper type of safety goggles or shields.

We know that excessive pulling, pushing or lifting will cause strains and hernia. To avoid such injury we get help or employ the use of mechanical equipment.

We are careful in the selection and placement of a ladder because we are aware of painful results caused by the improper type and position of a ladder.

We know that moving machinery is dangerous and we do our work with care.

And so it goes with every other accident cause. We know what causes every type of accident and we know how to avoid a hazard.

Boiled down, Safety is just as simple as that. Therefore, let's make up our minds to think and work safely which will not only save us pain and wages, but it will make our plant outstanding in the safety movement.

### WHAT YOU'RE FACED WITH

By Steve Halec, The Glidden Company

**T**HERE were 19,200 killed in industry last year, 1,900,000 man-hours were lost. WHY? Simply because of the laxity of our plants.

Over 50% of all employees are in plants of less than 500, mostly much less. That's just where the bulk of these lost man-hours came from—from your plant and mine. That's just the reason the government foresaw this situation and created the War Man-Power Conservation Commission—because we CANNOT afford these losses, particularly in time of war.

Most small plants have no safety program. Thus the government started such free courses as are now being offered at various strategically locations through most areas. The course is 16 weeks long with two evening sessions weekly. It is open to any responsible industrial employee who is recommended by his company, and who will be able, upon completion of the course, to contribute to accident prevention in his plant. At least one such man is sought from every plant. This means from YOURS and MINE.

**UNINTENTIONAL SABOTAGE** through industrial accidents has cost America far more in dead and wounded than all the activities of axis agents. Plant protection, with guards and passes, fences and floodlights, can keep intentional saboteurs out of the property, but the terrible toll of workers killed and injured by accidents will be reduced only by extending protection until unsafe conditions and unsafe acts are eliminated. Every industry—and our grain handling and processing plants are grouped as war industries—should have men trained in accident prevention, and this training is available to you or one of your selection NOW by making application to the Safety Training Committee in your area.

You know, the average individual must be told anything seven times before it begins to sink in. In safety, you must KEEP telling them continually. This course gives a different picture of safety. Anyone can get plenty out of it. Management is usually safety conscious until they have to lay out cash, but this course will show a pecuniary profit.

The class of labor you are getting is not up to what it was three years ago. Its caliber is going to constantly diminish. This is further reason for your participation in this war effort. How to evaluate safety, fire protection, housekeeping, machinery safeguards, hand tools, maintenance, handling materials, prevention of falls, eye protection, industrial health hazards, etc., etc., etc., are all covered in this course. So again I say, take this course and prepare to meet mounting problems in your plant.

### NEAR-ACCIDENTS

By Gilbert P. Lane, Arcady Farms Milling Co., Riverdale, Ill., President SOGES.

**A**CCIDENTS do not always cause injuries. Any unusual happening which slows or stops normal operations temporarily, or threatens to do so, may be an accident whether or not it causes personal injury.

It is on these accidents which have not yet caused injury that we should direct our attack. If we keep an eye out for the near-accident, we can eliminate a lot of actual accidents. This is one of the most important problems in accident prevention work for the Superintendent.

The human animal can be inspired by a few stirring notes on a bugle to rush out in a frenzy of mass murder, but only Gabriel's horn seems to rouse men to the need for saving life.

### ACCIDENTS MOUNTING

Our casual labor turn-over is terribly high and the new men we are able to get seem to walk right into accidents.—Fred A. Sibbald, National Grain Co., Ltd., Secretary, Fort William-Port Arthur Chapter SOGES.

### Don't Laugh At This One

When you see a man speeding down the street, he is probably anxious to have his accident and get it over with.—Arcady "Wonderblast".

### EYE INJURIES

By Harry W. Thoms, Stratton Grain Co., Milwaukee

**T**HE Industrial Commission of Wisconsin reports that during a four-year period (1937 to 1940, inclusive), eye injuries accounted for 3.30% of all injuries in the state, and

for 5.78% of the total days lost. Also, the eye injuries absorbed 7.92% of total compensation awarded and medical expense paid, or 2.35 times as much as the average benefit per case for all injuries.



During this four-year period, 2,946 compensable eye injury cases were settled by the Commission, and awards for these cases totalled \$1,466,678. The average benefit for all cases was \$222, while the average benefit for eye injuries was \$498.

This same report indicates that a total of 83,214 cases of all types settled by the Commission during the four-year period resulted in total benefits of \$18,509,239. These cases resulted in time lost of 8,251,648 days.



## ANSWER TO YOUR SLIPPAGE PROBLEMS

**A**N ECONOMICAL material for the elimination of slip hazards—standardized nationally by large and well-known organizations—is reported upon by the Underwriters' Laboratories in its Safety Appliance Report No. 835. Recommended for resurfacing stair treads of all kinds, for ramps, elevator landings, platforms, floors, floors around machinery, walkways, step ladders, etc., wherever slip hazards exist, this authoritative agency reports that the materials reported upon are "non-combustible, nonflammable, water-emulsion floor waxes or polishes intended for use on practically all types of floors for the purpose of creating a surface finish of good appearance and of a high degree of anti-slip quality and for maintaining the floors in such condition while in service.

"The floor treatment and maintenance materials covered," the report continues, "are practicable, both from the point of view of application and of maintenance. The greater the thickness of coating applied, the more likelihood of scuffing and of accumulation of dirt, and therefore such excessive applications are likely to be unsatisfactory to the user of the floors, although they will show high values of coefficient of friction.

"Satisfactory service, therefore, appears to require the sparing application and the thorough buffing of the initial floor treatment. Maintenance is readily handled." The report continues with a number of convincing tables showing the results of exhaustive tests made by the "U.L."

"Safco," "Leco," and "Floor Shine," the products of the Walter G. Legge Co., Inc., are awarded the Underwriters' Laboratories' label as a consequence of this investigation. . . . Around our respective plants there are dozens of spots that are potential scenes of slips, falls, and injuries. An investigation of the above might save much.

# Save the Fall Guy

By C. W. ROSE

*Rose Manufacturing Company, Denver*

**F**OR men working in high places, where a serious or fatal fall is possible, good safety practice requires that a safety belt be worn. It is equally important that a belt of correct design, material and workmanship be selected and that the belt be properly cared for and regularly inspected.

Safety belts can be divided into two general classes: (1) those which invariably hold the workman close to his anchorage, as a lineman's belt, which permits no considerable jolt or impact loading; and (2) those used with life-lines of varying length, which permit a considerable free fall, resulting in a severe jolt or impact load in stopping.

It is obvious that the latter type of belt requires higher standards of strength and maintenance than the former because it will normally be subjected to greater strain. Since this is the type of belt more commonly required in the Grain Industry, it is the only one here considered.

### Avoid Jolt at All Costs

**I**N CONSIDERING safety belts for use where a considerable free fall is possible, involving a jolt at the end of the life-line, the strength of the belt is essential but by no means the only consideration. Any strain applied to the belt is also applied to the wearer. Therefore when a belt is used where there is possibility of sufficient free fall to cause an injurious shock or jolt, the belt should always be used with a shock absorber to eliminate this jolt. Such shock absorbers have proved entirely effective for any length of fall, permitting the wearer to come to a gradual stop without injury or serious discomfort.

In selecting a safety belt the material, design and workmanship are all of vital importance; failure at any point can result in a serious or fatal accident.

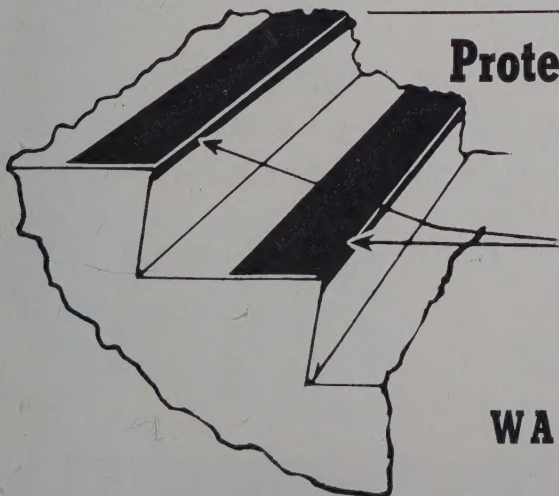
The customary material used for safety belts is either leather or webbing. For such belts, webbing is much superior for several reasons: (1) webbing designed and woven especially for safety belts have greater strength and elasticity than leather, thus giving three to four times greater resistance to a shock load than a leather strap of the same size; (2) a much superior buckle can be used.

### This Arrangement Prevents Slipping

**L**EATHER belts use a tongue buckle, which puts the entire strain at this point, permitting the tongue to cut or tear out thru the leather strap. But on a web strap a correctly designed buckle will hold evenly thruout the entire width of the strap without slipping and without materially abusing the strap, thus retaining essentially the maximum strength of the webbing; (3) a web strap is much safer of maintenance and inspection than a leather strap.

A belt should be designed to retain in the complete belt essentially the maximum strength of its component materials. In web belts, rivets should not be used, as rivets abuse an area greater than the rivet hole. Rivets in either a web or leather belt put the entire strain of the load where the rivets are inserted.

In fastening web belts, the best safety practice and that required by the most recent Federal Government specifications consists of five rows of parallel stitching five inches long,



## Protection Against Slipping Hazards

All steps, stairways, all flooring around man hoists, freight elevator flooring, platforms, runways, sidings can be treated with

### NON-SLIP GRIP TRED

PLASTIC LIKE MATERIAL

All floors such as rubber, linoleum, asphalt tile, terrazzo, etc., may be polished with Non-Slip products that have the approval of the Underwriters' Laboratories, Inc., Insurance Companies and Safety Engineers for your protection. Write for information or send us your problems.

The conservation of man-power is important.

**WALTER G. LEGGE COMPANY, INC.**

11 West 42nd Street, New York City, N. Y.

Offices in principal cities



# **EXIT**

## **or ELSE!**

A dust explosion is a fast and ferocious worker that brooks no opposition. Whatever stands in its way is simply **BLOWN OUT OF THE WAY!** So to lick a disastrous dust explosion, provide a quick **EXIT . . .** an opening through which it can e-x-p-a-n-d, harmlessly out in the open air. Robertson Safety ventilators are designed to do just that.

Then, too, mounted on your elevator leg Robertson Safety Ventilators abolish risk of primary explosions by continually venting dangerous dust with unceasing gravity action.

Play safe with Robertson Safety Ventilators. Write for complete data.

**H. H. ROBERTSON CO.**

Farmers Bank Bldg.

Pittsburgh, Pa.



sewed with waxed 6-ply thread. This retains the full strength of the webbing, as the amount of stitching is adequate and its stretch is the same as that of the webbing itself, distributing the strain thruout the entire stitched area. The D-rings should actually enclose the main body belt and not be merely attached to it.

#### Wearer's Comfort Adds Safety Factor

**T**HE wearer's comfort should also be considered. If only a light strain is possible, a single 1 3/4" belt may be used; but if more severe strains are likely, an additional body pad should be included.

The workmanship in a belt should be first-class in every respect. Rows of stitching should be continuous and of even length. The webbing should be protected at its contact with rings and buckles by leather wear-pads. Cut ends of web straps should be treated with wax to prevent raveling.

Care and inspection of a safety belt depends upon the kind of belt used. A leather belt should be kept consistently oiled. Inspecting it is difficult and should be entrusted only to someone familiar with leather; it may lose much of its strength without readily visible deterioration. In general, an inspection should note any considerable wear; should see that the belt is soft and pliable; that it contains no fine checks or cracks on its finished surface, and that it will not check or crack when doubled back on itself by hand.

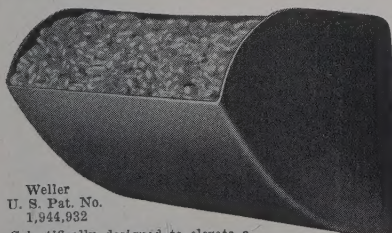
In the care of a web belt, it should be kept free from constant excessive moisture which may cause mildew or rotting and should not be subjected to excessive abrasion at any point. Note whether any considerable number of strands of webbing are cut or broken, or if the belt has been mildewed or subjected to deterioration from acid or other unusual substances.

This one good rule applies to any safety belt: "If it's doubtful, it's unsafe."

#### Hand Mangled

Alfred Schoenfeldt had his left hand badly mangled when it became caught in machinery at the Schreiber Grain & Milling Company's plant at St. Joseph, Mo., where he is a mechanic.

## SUPER CAPACITY



Weller  
U. S. Pat. No.  
1,944,632

Scientifically designed to elevate a bigger load and pick up and empty more fully, the Calumet is the true super capacity cup. Write for our Proposal Blank—Form G 9.

**CALUMET CUPS**  
B. I. WELLER CO.  
327 So. La Salle St.  
Chicago

# SENTINELS OF SAFETY

## How The Grain Handling and Processing Industry Can Employ Them

By Mark Bulot

Safety Director, Stonehouse Signs, Inc.

**T**HE use of signs to warn against sources of danger is probably as old as the alphabet . . . from the first crude "homemakers" to the modern Accident Prevention signs in standard colors and designs.

Such standards have been established by "American Standards Association Specifications for Industrial Accident Prevention Signs: Z35.1 1941." It is therefore best to use signs which conform to these specifications, because this insures uniformity and promotes identity of the various standard colors and designs by workers wherever they may be seen.

The main classifications of Industrial Accident Prevention signs are:



DANGER

To warn of specific dangers only. Danger signs shall have a white background covering the face of the sign. The word "Danger" shall appear in white letters on a red oval. The red oval should be placed inside a black rectangular panel with a white line separating the outside edge of the red oval from the adjacent edge of the black panel. The sign wording should be in black on the white background.



CAUTION

To warn of possible dangers or unsafe practices. Caution signs shall have a yellow background covering the face of the sign. The word "Caution" shall appear in yellow letters on a black rectangular panel. The sign wording should be in black on the yellow background.



THINK

To provide information relating to general safe practices. Safety instruction signs should have a white background covering the face of the sign. If words such as "Think" or "Be Careful" are used, they should be in white letters on a green rectangular panel. The sign wording should be in black on the white background.



DIRECTIONAL

To indicate the way to fire escapes, exits, stairways and other locations. Directional signs should have a white background covering the face of the sign. The arrow pointing out the direction should be in white on a black rectangular panel. Any wording in or below the panel should be in black on the white background.



NOTICE

Informational. To carry messages of a general nature, such as rules, regulations, and markers, when such postings do not conflict with Danger or Caution purposes. May be in any of a variety of designs and colors except that neither red nor yellow shall be used.

With the designs and colors specified by American Standards Association, any message may be put on a sign. Many such messages are classed as "stock wordings," in wide use, and cover most general requirements. They include such messages as apply to Explosives, the Use of Respirators, High Voltage, Wear Goggles, No Smoking and many others. Special wordings, to meet particular hazards, are also made.

Danger Tags, 4x7 1/2 inches, carrying the standard Danger sign colors and design, are useful, to provide temporary warning by tying to objects such as machinery, switches, etc., which present a hazard.

Using standard signs and appropriate wordings enables your Industry, like others, to standardize its Accident Prevention signs most effectively.



Signs in the past have generally been made of metal, with such finishes as baked varnish, baked flexible enamel, porcelain enamel and lithographed. Due to necessary conservation of steel for direct war use, substitute materials are now being used for Accident Prevention signs, such as presdwood and similar materials, fibre and various types of cardboards.

Thus every danger spot and hazard can and should be covered by the proper Accident Prevention sign. Long experience by Industry has proved that the use of the right signs is a powerful aid to safeguarding workers and helping to prevent accidental injuries and deaths, now more vital than ever because of production of war materials.

### STATIC ELIMINATOR

**A**NOTHER proven safety device is now being introduced to the grain handling and grain processing industry, in the hope of reducing to a minimum the possibility of fire and explosion due to static electricity.

Electrical Static, built up by friction, wherever conveyor or other belts are used, is especially dangerous in our industry, where dust in the air may easily ignite causing explosion, and resulting in fire.

The Western Static Eliminator has proven itself in thousands of installations in plants and factories where there is danger of fire from static caused by friction. It is the first really inexpensive, efficient method to control and eliminate static sparks.

Made of thousands of fine brass wire bristles, interwoven between two heavy copper wires, this static eliminator quickly gathers in the static that is being generated, and breaks it down into such small units that at no time is a flasher spark visible. The static is then instantly conveyed through the copper wire to a convenient ground.

Strategically placed, these brushes collect all static sparks generated. They are easy to attach, and may be put into place by anyone, at no installation cost, and without impairing the speed or interfering with the operation of the belt.

The initial cost of this static eliminator is comparatively small, and the unit itself is so sturdy and durable that if properly cared for, will last indefinitely. It needs no special attention, and there is no cost of maintenance or operation. For more detailed information and illustrated folders write Western Brush Company, 33 S.



Market Street, Chicago, or "GRAIN," Board of Trade Building, Chicago.

### Falls Off Grain Boat

Falling 20 feet off a grain boat, Donald Ross, government grain inspector at Fort William, suffered serious injuries when he struck a concrete wharf and plunged headlong into the Kam River. As Mr. Ross was descending a ship's ladder with a sample bag he lost his hold and fell. James Carson, trimmer, dove into the water and held Ross up until elevator employees came to the rescue and pulled both men out of the cold waters.

### EMPLOYEE ORGANIZATION FOR FIRE SAFETY

By Percy C. Poulton, N. M. Paterson & Co. Ltd., Fort William

**O**UTSTANDING among current publications on fire safety is the National Fire Protection Association's new booklet, "Employee Organization For Fire Safety." Now that



this continent is at war, the problems of fire safety, so perplexing in time of peace, take on a new and greater significance — particularly in face of the recently announced 250% increase recorded in fires and explosions. Within

its covers, in clear, concise language supplemented by many striking illustrations, are the facts about fire safety as they affect employees, department heads and plant managers.

Devoting a separate section to the duties and responsibilities of each group in a business or industrial organization, none of the recommendations and suggestions made for personal and plant protection are either new or untried—each having proven its worth in the past and each invaluable in any future emergency. What every employee must know about fire alarms, air raid evacuation procedure, fire appliances, incendiary bombs, and safety housekeeping is presented in detail, graphically illustrated to insure a complete understanding of this essential information.

"The things that need to be done to avoid serious fires are not spectacular, but they involve a day-to-day vigilance which requires the co-operation of practically every member of the force," the book's foreword aptly says. The means by which that co-operation can be successfully secured are ably described. It is a "must" for every worker and employer whose life and livelihood and property are at stake in these critical times.

Copies are available to SOGES from N.F.P.A., 60 Batterymarch St.,

Boston, Mass. 48 pages, 3 chapters, 17 illustrated pages, price 25c each.

### GOOD HEALTH STOPS ACCIDENTS

By Paul Blodget, Arcady Farms Milling Co., Riverdale, Ill.

**O**NE of the best contributions to accident prevention lies in stressing proper health. A reduction of over 40% in many companies has followed the establishment of a health program. It can't be emphasized too strongly that if you take proper care of yourself, there will be much less chance of your having a mishap at the plant or elsewhere.

It isn't a mere coincidence that of all the days of the week Mondays rank the highest in industrial accident rates. For, it is hardly a sensational statement to say that, being human, we're most of us likely to spend the week-end a little too strenuously, and therefore not be in top shape on Monday.

Proper care of yourself—meaning proper diet, proper exercise, and proper sleep—is one of the best ways to avoid accidents, if the plant safety rules are also followed. And it is easier to remember to do that, too, if one isn't the victim of fatigue, of bad eating habits, or laziness brought on by too little exercise.

### RESISTOMETER FOR STATIC

Static charges have been known to set off explosions in combustible atmospheres. A recent development is an instrument known as the "Resistometer," which checks resistance to ground of any person, flooring, or machinery, showing whether it is safe or unsafe.—F. R. Davis, Jr., Davis Emergency Equipment Co., Newark.

### "NEWCOMERS' CLASS"

One plant we've recently heard of has a "Newcomers' Class" for all new men—and who hasn't new, green hands right now? Every few days the new men are called together and one of the Foremen talks to them about safe working and other phases of operation.

True, this costs money, but accidents cost more. This is at least an effort to help stop these costly injuries.

**FIRMS that spend money to build good will are less likely to do anything that might nullify the effect of their advertising than firms making no such investment. It will pay readers to trade with GRAIN advertisers.**





## S-A-F-E-T-Y F-I-R-S-T

Attend Your  
National Safety  
Congress,  
Oct. 27-28-29th

Stop at this convenient hotel across  
the street from the Board of Trade.

Visit the new dining room, the  
Atlantic Clipper, where you will  
enjoy a large variety of delicious  
seafoods, steaks and seasonable  
dishes.

Economical rates and good service.  
200-car garage owned by hotel.

Write for book of views.

Be sure to  
make your  
reservations  
now so that  
we can take  
care of you in  
good shape.



Visit the new Atlantic Clipper Room

### TO LIVE LONG

Abolish fear, and every man and woman is an  
orator and an artist. The criminal and the un-  
truthful person are obsessed by fear until the  
genial current of their life is turned awry. A man,  
like a horse, is safe until he gets in the fell clutch  
of fear.

Make motion equal emotion, and you will elimi-  
nate fear, round out the century run, and be effi-  
cient to the last. And to live long and well is to  
accept life in its every phase—even death itself—  
and find it good.

The fountain of contentment must spring up in  
the mind.—Samuel Johnson.

## Effective IN DESIGN ... Economical IN OPERATION



Write for Information

**The DAY Co.**  
2938 Pillsbury Ave., Minneapolis, Minn.

He who has so little knowledge of human nature  
as to seek happiness by changing anything but his  
own disposition, will waste his life in fruitless  
efforts and multiply the griefs which he purposes  
to remove.—Samuel Johnson.



## TOTAL HARVEST TO SET RECORD

Prospects for an aggregate crop production of unprecedented proportions continued to improve, the USDA reports in estimating the total harvest would be 13% higher than the peak of 1937. The largest corn crop since 1920 and third largest in history was forecast of 3,016,000,000 bushels compared with 2,672,000,000 last year and a 10-year average of 2,307,000,000. Other forecasts, in millions of bushels, are:

	Forecast 1942	Harvested 1941	Aver. '30-'39
Wheat .....	981	945	747
Oats .....	1,353	1,176	1,007
Barley .....	419	358	225
Rye .....	59	45	38
Flaxseed .....	42	31	11
Soy Beans ...	211	106	35

### Canadian Crop A Record

The new Canadian wheat crop, the greatest in history, will total 615,243,000 bushels. This all-time record crop is almost double that of last year totaling 311,825,000 bushels and exceeds the previous record crop of 1928 by 48,517,000 bushels.

### Want No More "Temporary" Storage

Additional temporary storage to house part of the new 615,000,000 bushel crop is a government proposal that Lakehead grain elevators are not interested in, according to reports. Infestation is said to be a big problem in temporary structures. Fort William-Port Arthur increased their 100,000,000 bushels capacity by 50% a year or so ago.

### BEWARE OF GRAIN CONDITION

Many more reports are reaching us than for years about the condition of grain in storage. One sample "wouldn't even make sample grade," according to official opinion. Scavenger bran bugs are having an "inning" this year as never before, attacking after the weevils have moved on to more fertile bins. Mustiness, sour odors, etc., abound. From the increase in complaints it would appear that more are being bothered this year than for eons.

## CARLOADINGS CONTINUE STRONG

Carloads of grain and grain products continue to mount. All carloadings exceeded the 1941 figures the week ending September 12th — the first time since the week ending May 9th, and those of grain and grain products still exceed the 1941 and 1940 shipments. For the weeks ending—they are:

	1942	1941	1940
Sept. 12 .....	45,396	45,046	42,494
Sept. 5 .....	44,084	36,878	37,254
Aug. 29 .....	47,463	43,436	37,333
Aug. 22 .....	49,672	43,625	44,310

For the first 37 weeks of the year, cars loaded with grain and grain products totaled 1,490,556, as compared with 1,439,041 for 1941, and 1,315,578 for 1940.

### PREDICT GREATER LOADINGS

A 15% increase is forecast in grain shipments for the 3rd quarter of this year as compared to 1941, by the Midwest Shippers Regional Advisory Board. Last year 73,422 carloads of grain and 38,009 carloads of flour, meal and other mill products were shipped, whereas 84,435 grain and 41,810 mill products are estimated for the 1942-3rd quarter.

### Record Car of Wheat

A 149,650 pound car of new Montana wheat, believed to be a record, was received by Van Dusen-Harrington Company, Minneapolis, recently. This aggregated 2,494 bushels.

### Gets 2880 Bu. Corn In Car

Frank Crombie, Continental Grain Company, Chicago, reports receiving a car of corn containing 2880 bushels. Can you beat it?

### Total Storage Capacity

The total rated storage capacity in the U. S. is given by a government survey as 1,602,258,000 bushels, with approximately 1,272,000,000 of that bulk, 315,000,000 sacked and the balance, 25,000,000 cribbed.

## WHEAT GRIND UP

1,085 mills ground 41,464,509 bushels of wheat in July, 1942, compared to 37,841,715 by 1,091 mills in June, and 40,625,412 by 1,099 mills in July of 1941. For the first seven months of 1942, 3 million fewer bushels were ground than for the corresponding period the year previous.

### Canadian Flour Grind Up

Canadian mills ground 19,653,379 bbls. for the crop year ending July 31st, an increase of 55,610 bbls. over the previous crop year. Two years ago the output was 17,749,764 bbls.

### CORN GRIND UP AGAIN

During August 10,038,854 bushels of corn were ground for domestic consumption by eleven refiners of starches, syrups, sugars and other derivatives of corn. This compares with 9,717,326 in July and 8,622,847 a year ago.

### FURTHER CO-OPERATION NEEDED

1. Give advance notice of requirements but do not order cars placed for loading until commodities are ready to load, asks the Shippers Regional Advisory Board is demanding further co-operation of shippers to aid the war effort.
2. Unload cars promptly on arrival and notify the railroad when empty car is available.
3. Load cars to maximum journal carrying capacity or full visible capacity, which ever governs. (This clarifies previous misunderstandings. Presently cars are coming in loaded to within less than 18 inches from the roof, and consequently weighing over the load limit. In case of loss en route of overloaded cars the shipper would be the loser. Furthermore, an accurate sample is not available from a car loaded so high.)
4. Remove all dunnage, blocking and rubbish from cars after unloading to permit immediate re-use and eliminate necessity of delay to cars for reconditioning.
5. In industries where a 5-day week is in effect, some plan should be worked out to provide at least 6-day basis for loading and unloading cars.

### 60,000 LB. LOADING REQUIRED

If you load a car of grain products with less than 60,000 pounds, the carriers will be required to refuse to haul it after October 15th. Due to the demand for cars, however, shippers are duty-bound to load as many cars as possible heavier than that minimum. Many patriotic customers have been taking maximum capacity loaded cars for months and this should be encouraged.

### HEADQUARTERS FOR TESTING EQUIPMENT

For over 30 years we have been the largest distributors of grain testing equipment. The purchase of Seedburo Quality Apparatus is your assurance of absolute accuracy.

Triers • Sieves • Scales  
Boerner Samplers •  
Dockage Testers

### SEEDBURO EQUIPMENT CO.

(Seed Trade Reporting Bureau)  
626 Brooks Bldg. Chicago, Ill.



**BROWN-DUVEL**  
MOISTURE TESTER



**STEINLITE**  
MOISTURE TESTER





**T**HIS is more than a war of mechanical monsters clashing in the night . . . more than a war of production.

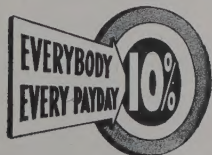
It is a war for markets—*your* markets! The Axis wants your business—wants to destroy it once and for all.

With so much at stake, there is no doubt you will want to do everything you can to meet this Axis threat. Two ways are open: Speed production and put 10 percent of your income into **WAR BONDS**! The only answer to enemy tanks and planes is *more* American tanks and planes—and your regular, month-by-month purchases of War Bonds will help supply them. Buy now and keep buying.

#### THE GOAL: 10% OF EVERYONE'S INCOME IN WAR BONDS

When you install the Pay-Roll War Savings Plan (approved by organized labor), you not only perform a service for your country but for your *employees*. Simple to install, the Plan provides for regular purchases of War Bonds through voluntary pay-roll allotments.

Write for details *today!* Treasury Department, Section R, 709 12th St. NW., Washington, D. C.



## War Savings Bonds

# Victory

**OVER PESTS THAT THREATEN FOOD SUPPLIES IS A "MUST" IN THE WAR EFFORT**

**This is no time to let Weevil and Moth team up with our country's enemies!**

## Larvacide

CHLORPICRIN

and LARVACIDE Methods have a record of more than seventeen years' success in Granaries and Mills of every size and type. The LARVACIDE Pest Control Program is simple, direct, economical.

- 1—Treat all Infested Grain in storage and in transfer. The cost is small—only \$1.50 to \$1.70 per thousand bushels in closed concrete bins (based on dosage recommended by U. S. Dept. of Agriculture).
- 2—Keep Bins Clean—Treat bin bottoms and bin space with a quart or so (for average size bin) splashing through top opening. Do this on weekend.
- 3—Treat Bin Tops for Moth—Sprinkle a quart or so on grain surface. Mask and sprinkler bottle (or sprayer) are the only equipment needed.



### ALSO FOR RODENTS

Regular use of LARVACIDE for Insect Control, usually puts an end to the Rodent problem . . . and without carcass nuisance. For rodents alone use light dosage, a generous pint or so for each thousand square feet of floor area:

## Larvacide is

CHLORPICRIN

stocked in major cities and at our branches listed below. Write for folders on control of every type of granary pest. LARVACIDE is shipped in cylinders 25-180 lbs. and 1 lb. bottles, each in safety can, 6 or 12 to wooden case. Bottle is especially convenient for rodent work and other small jobs in the elevator or on the farm.

## INNIS, SPEIDEN & COMPANY

Established 1816

**117 Liberty Street, NEW YORK**

CHICAGO • CLEVELAND • CINCINNATI  
BOSTON • PHILADELPHIA • OMAHA



## DEC. 1st DEADLINE ON CONTEST

December first is given as the deadline for entry in the Superintendents Society's 6th Annual Safety Contest. The fee is \$5.00 per plant and checks should be mailed promptly to the Secretary's office, Board of Trade, Chicago.

### Greetings from "Down Under"

**T**HANK you for the very fine etching of the Board of Trade building which came (Ed.: 18 weeks after mailing) as a pleasant and valuable reminder of my visit with the boys at Chicago, and elsewhere. Letters are difficult these days and we both realize that the most interesting features of news are those which cannot be written.

"GRAIN" comes irregularly and receives a warm welcome, and maintains a connection for me with that side of the U. S. A. Other commodities also arrive these days from the U. S. A. and they, too, are received with appreciation. Please convey my best regards to those who may be interested.—L. S. Harrison, Wheat Commissioner and Manager, Government Grain Elevators, Department of Agriculture, New South Wales, Sydney, Australia.

### BROWN SUCCEEDS PRICE

Dr. David J. Price has asked to be relieved of the chairmanship of the NFPA Committee on Dust Explosion Hazards after 20 years as chairman. Hylton R. Brown has been appointed his successor. Dr. Price continues as a member of the committee and will work closely with Mr. Brown on committee matters. The new chairman is excellently qualified to serve. Both outstanding authorities have often appeared on SOGES convention programs.

### Safety Was Unknown Then, Too

Business was once more cold-blooded than it is now. From Seattle, a New York concern received a wire that its traveling salesman had been found dead in bed, whereupon it sent this telegram: "Send samples back by freight and search the body for orders."—Casualty and Surety Journal.

### Enjoys Bulletins; "Grain"

I am enjoying the SOGES bulletins and "GRAIN"—more so now that I have had an opportunity to get acquainted with the organization and especially the energetic national and chapter officers.—Ward A. Combs, Presto-X-Company, Omaha.

A dime from every dollar—that's what Uncle Sam asks you to invest in War Bonds to back up our boys on the fighting fronts.

## LIKES OUR SERVICE

**W**E RECEIVED your letter this morning along with the three letters of application for the job which we have open in our feed plant. We appreciate this favor very much and sincerely hope that we may be of service to you sometime. We have written each of these parties a letter and hope to be able to hire one or possibly two of them. We would like to have a day and a night superintendent, both capable of handling jobs of this sort.—H.V.S.

### Did Stork Take His Vacation?

The stork apparently took his vacation in October, as we do not seem to have any birthdays recorded—unless we missed yours. Did we? Let's have it.

### Hyde Research Head

Arthur D. Hyde was recently elected a vice-president and appointed director of research of General Mills, Minneapolis. He continues his duties as president of the mechanical manufacturing division. (Mr. Hyde addressed the SOGES convention program last year, and will be remembered by all delegates.)

C. E. Robinson succeeds Mr. Hyde as director of manufacture. He has been associated with General Mills and its predecessor companies for 22 years.

### BLODGETT TO AIR CORPS

**W**E KNOW very little regarding Frank Blodgett's future or even his present status in the Army. He was among the upper 7% in "I.Q." ratings at the reception center, which places him far above the average.

In line with this he was assigned to the ground force of the Air Corps and is now stationed at Sheppard Field, Texas, for training. His address is: Pvt. Frank E. Blodgett, 406th T.S. Squadron, U. S. Army Air Corps, Barracks 228, Sheppard Field, Texas.—Gilbert Schenk, The Weevil-Cide Company, Kansas City, Mo.

[Ed.—Frank is a son of Mr. F. C. Blodgett, Superintendent of the Victoria Elevator Company's "Merchants Elevator" in Davenport, Iowa. Before joining The Weevil-Cide Company, Frank was a Super in his own right, starting his training under his father.]

### Luhring Super at Toledo

Edward H. Luhring is the new Superintendent of the Continental Grain Company's Toledo elevator. He was formerly with them at their Maumee plant. The Toledo property was acquired from the Northwestern Elevator & Mill Co.

## EMPLOYMENT BUREAU

### HELP WANTED

**WANTED**—Feed Mill Superintendent to take complete charge of 160-ton daily capacity feed mill. Experience in milling, mill up-keep, and handling men necessary. Can offer a good proposition to the right man. Address 42S5, % "GRAIN," Board of Trade, Chicago.

### FEED PLANT SUPER WANTED

We are desirous of obtaining a Superintendent for our feed mill, a man capable enough to be put in complete charge. We believe we have one of the finest small mills in the country and will make an attractive proposition to the right applicant. Address inquiries, giving full details, to Adams Employment Agency, 1093 Board of Trade Building, Chicago, Ill.

**WANTED**: Good bookkeeper-accountant, one who is experienced in grain accounting, sub-terminal and country elevator grain handling, buying, selling and storage business. Address F23H, Adams Employment Agency, Board of Trade, Chicago.

**SEMI-SUPERINTENDENT WANTED**. Man not afraid to work and one who will see that others under him work. We want a man who knows how to handle grain, including mixing, blending, etc., one capable of doing a little mechanical work on the machinery and the building when emergencies arise. Want man who would feel that plant is his responsibility and would be interested in looking after the grain as well as the plant. We don't want to approach somebody else's help. Our idea of salary is around \$225 a month to start. We know a fellow working for less salary than this is not the kind of man we want. Address F24S, Adams Employment Agency, Board of Trade, Chicago.

### Positions Wanted

**CAPABLE FEED SUPERINTENDENT**, 39, married, with two children, an apprenticeship as a machinist, fully skilled at bench and floor work, and an education in engineering—among other things—seeks change with opportunity. With present connection 15 years, starting at bottom and working way up to position of responsibility. Currently have charge of million bushel elevator wherein ingredients as well as grain must be kept in condition. Familiar with drier; know how to control costs. Address S24S, Adams Employment Agency, Board of Trade, Chicago.

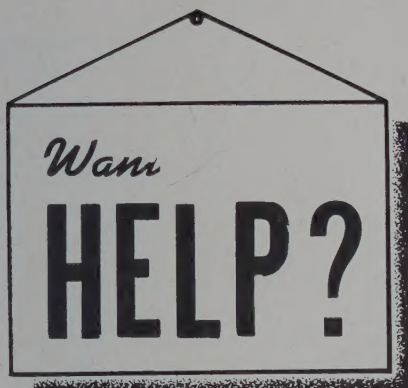
**FEED MILL-ELEVATOR SUPERINTENDENT** with 8 years experience as assistant and 15 years as superintendent with same concern would consider change under favorable conditions. Am 45 years old and in Class 3-A for draft. Address 42S8, % "GRAIN."

**EXPERIENCED ASSISTANT Superintendent** wants position as Superintendent. Past twelve years spent in primarily wheat elevator of 2 million bushels capacity; 8 years as assistant, 2 years weighmaster, sampler. Age 33, married, two children. Best of references. Address 41Y1, care "GRAIN."

**SUPERINTENDENT** wants to make change. 26 years' experience as weighmaster, assistant superintendent, etc. Do all kinds of work in plant. Best of references. Address F21S, Adams Employment Agency, Board of Trade, Chicago.

**FOREMAN** looking for new opportunity as superintendent; want permanent connection. Started as shoveler; filled jobs as load out man, car puller operator, general utility man, weighmaster of 2,000,000 bushel terminal, etc. No chance for advancement in present location, thus desire for change. Salary requirements reasonable. Address F22S, Adams Employment Agency, Board of Trade, Chicago.





COMPETENT, WILLING  
WORKERS . . . . .  
EXPERIENCED GRAIN  
PLANT EMPLOYEES . .

Wire, Write or Phone

*Adams* employment  
A G E N C Y

Board of Trade  
Chicago, Ill.  
WABash 3344-45

**COST SAVER-  
SPACE SAVER-  
TROUBLE SAVER**

**The "HAMMOND"**

***Screw-Lift* and *Screw-Veyor***

**AN ULTRA MODERN MEANS OF  
ELEVATING AND CONVEYING**

The Screw-Veyor conveys horizontally or on an incline. The Screw-Lift conveys vertically. These two units combined form an integrated, smooth-running, condensed system for the movement of any free-flowing bulk materials. We have installed almost a hundred of these units during the past year and they are all "working marvels." "HAMMOND" construction eliminates the possibility of conveyor rubbing the tubing and making a noisy, unsatisfactory system. "HAMMOND" design consists of precision-built tubular sections which permit higher lifts than heretofore were possible. Why not modernize your plant the "Hammond" way. Outline your problem and we will offer a solution.

U. S. Pat. No. 2260811-  
2260812-2279201. Other U. S. and  
Foreign Pats. Pend.

**Screw Conveyor Corporation**  
707 HOFFMAN ST. HAMMOND, IND.  
SCREW CONVEYORS HAMMOND ELEVATOR BUCKETS  
TRADE MARK REG. PRODUCTS U. S. PAT. OFFICE




#### KANSAS CITY OPENS UP

We have been too busy here the past six weeks to do any soliciting. However, with our meeting started (September 15th) we hope to gain 2 or 3 new members. Will report to the rest of our far-flung membership on our activities shortly.—O. B. Duncan, Salina Terminal Elevator Company, Kansas City Chapter Secretary SOGES.

#### DR. SHEPARD TO SPEAK

Dr. H. H. Shepard, Entomologist at the University of Minnesota Agricultural Experiment Station, speaks to the Minneapolis SOGES Chapter on September 29th on "Fumigation of Grain Insects". Jack Coughlin, Brooks Elevator Corp., SOGES Director, will preside over the round table discussion following on "Methods of Treating Infested Grain", according to an announcement from Chapter President C. C. Bach, Twin City Trading Company.

#### WELCOME VISITORS

Earl R. Evans, Evans Elevator Company, Champaign, Ill., John Hall, retired superintendent miller, Chicago, and Walter Moraw, American District Telegraph Company, St. Paul, were welcome visitors to our office this month.

#### OMAHA OPENS SEASON

Well, we've started our meetings again. The first one was held on September 8th and the attendance was fairly good. We will hereafter meet on the first Tuesday of each month, so tell any of the "visiting firemen" to drop in on us whenever they are around.



We're planning a little party for members and their wives to sort of keep the ball rolling, and also to get new members. Everyone seems to be real peppy this year and many are anxious to help in all doings.

The Omaha Chapter is exceptionally anxious to see the SOGES Safety Manual now on the press and we hope the other Chapters appreciate the work we put in on it here,—particularly that of Harry R. Clark and Harold Roth.—John T. Goetzinger, Rosenbaum Brothers' I. C. Elevator, Secretary Omaha Chapter SOGES.

#### WHERE'S JOHN?

Whatever became of John L. Lewis after he hooked on the miner's lamp and went out looking for milk farmers at 3 a. m.?—Detroit News.

#### CHICAGO GROUP'S PROGRAMS GOOD

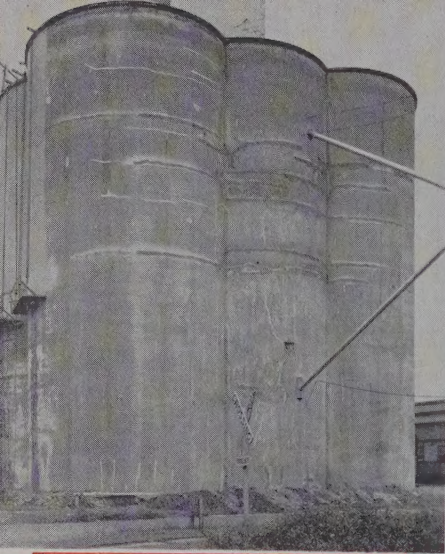
"After the Union Contract, What?" is the intriguing subject to be discussed by authority W. H. Myers of Swift & Company's Industrial Relations Department before the SOGES Chicago Chapter on October 6th, Atlantic Hotel. While most think of Swift as purely meat packers, they are extensive soy bean plant operators. Judging from the enthusiasm, Albert Schwill & Company's Ed Josephson, Chapter President, predicts a record turnout for this timely talk.

Opening with a bang-up session on September 1st, this Chapter was presented with two talks which took a hold like wild-fire, i.e., "Job Instructor Training"—a schooling for foremen being offered throughout the country, and "Industrial Safety Engineering"—a government sponsored specialized training for management, industrial relations and safety departments, supervisors and foremen. Emil Buelens, The Glidden Company, and Paul Blodgett, Arcady Farms Milling Company, are co-members of the program committee.

#### Conger Succeeds Stafford

Ray Conger is now our Superintendent, succeeding George Stafford, who passed away in June.—Mid-Continent Grain Co., Kansas City, Mo.





THE above unusual picture reveals the infinite care with which The Merchants Elevator at Davenport, Iowa, owned and operated by the Victoria Elevator Company of Minneapolis, Minn., is being thoroughly restored to 100 per cent usefulness — every inch of storage space soon will again be safe and sound for income-producing storage. Several interesting stages in the complete restoration process are visible, including the "flesh grafting" over the "cancers" that have been cut out, the caulking, and the penetrating primer coat. Particular skill in these operations is highly desirable in order to give the tanks just the right flexibility for future expansion and contraction without further breaks at old "sores."

At the right is shown the restoration work just completed. This section of the 1,000,000 bushel elevator now is as weather-tight as anyone could hope for—and your plant and your grain can be equally well protected.

IT'S THE OLD, OLD STORY:

## "A STITCH IN TIME"

..... Saves more than the proverbial "nine," as the old axiom goes. For "cancers" in concrete are no different than any other "cancers." Put the knife to them just as soon as they're discovered and you save one whale of a lot of future costly "operations."

"A Stitch In Time Saves Nine," true. But more important, — it helps insure the condition of your stored grain, — and how costly that can be when it goes on a rampage. In everyone's past experience there's one or more "black pages" in his memoirs — weeks when the fight with grain spoilage was nip and tuck. You don't NEED to dread any such a recurrence because of the weather now.

Take that "STITCH" in time, TODAY. There are no priorities on our proven materials; your government wants every inch of space in existence, and restoration work of this nature had better be done now while it is still possible to get skilled artesans to assure you the kind of work you get from .....

**JOHN D. BOLTON** *Gunitite Contractor*

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CHICAGO